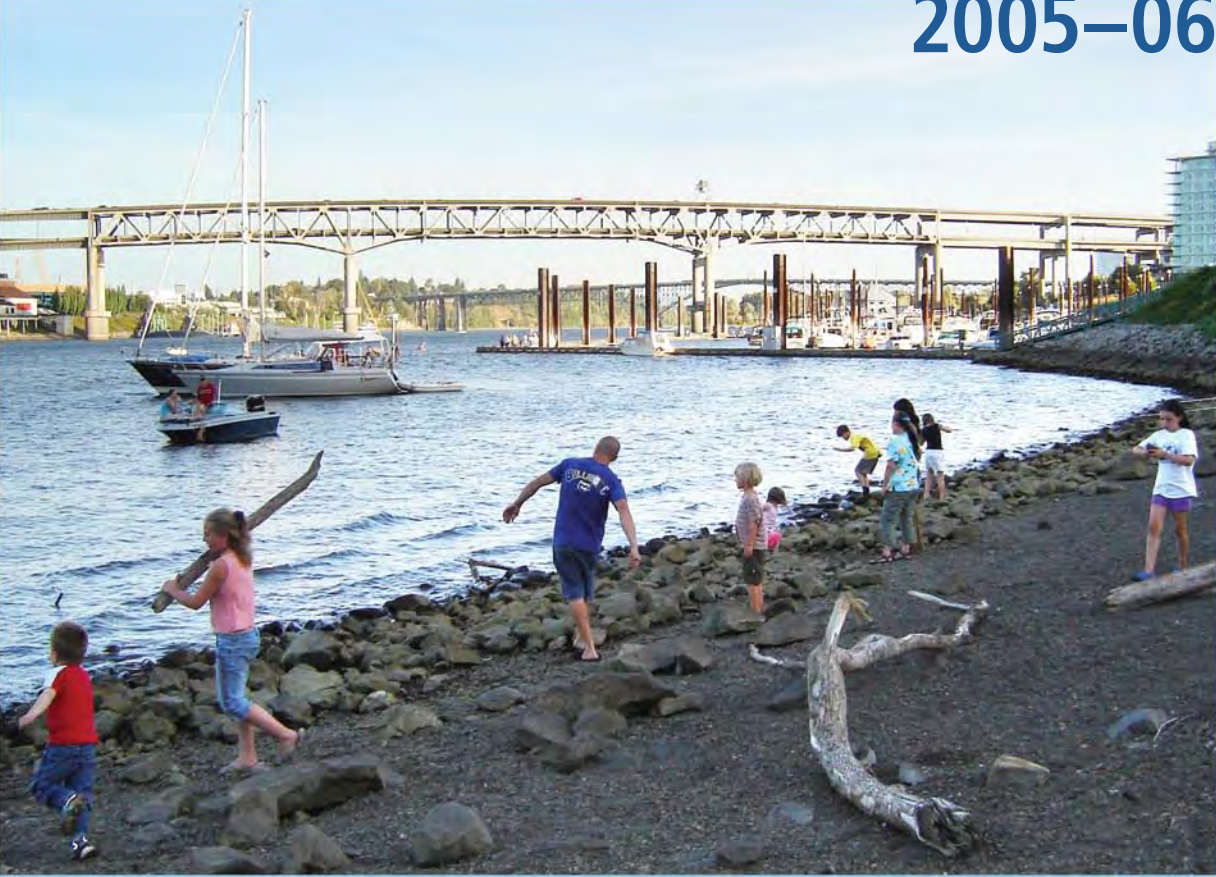
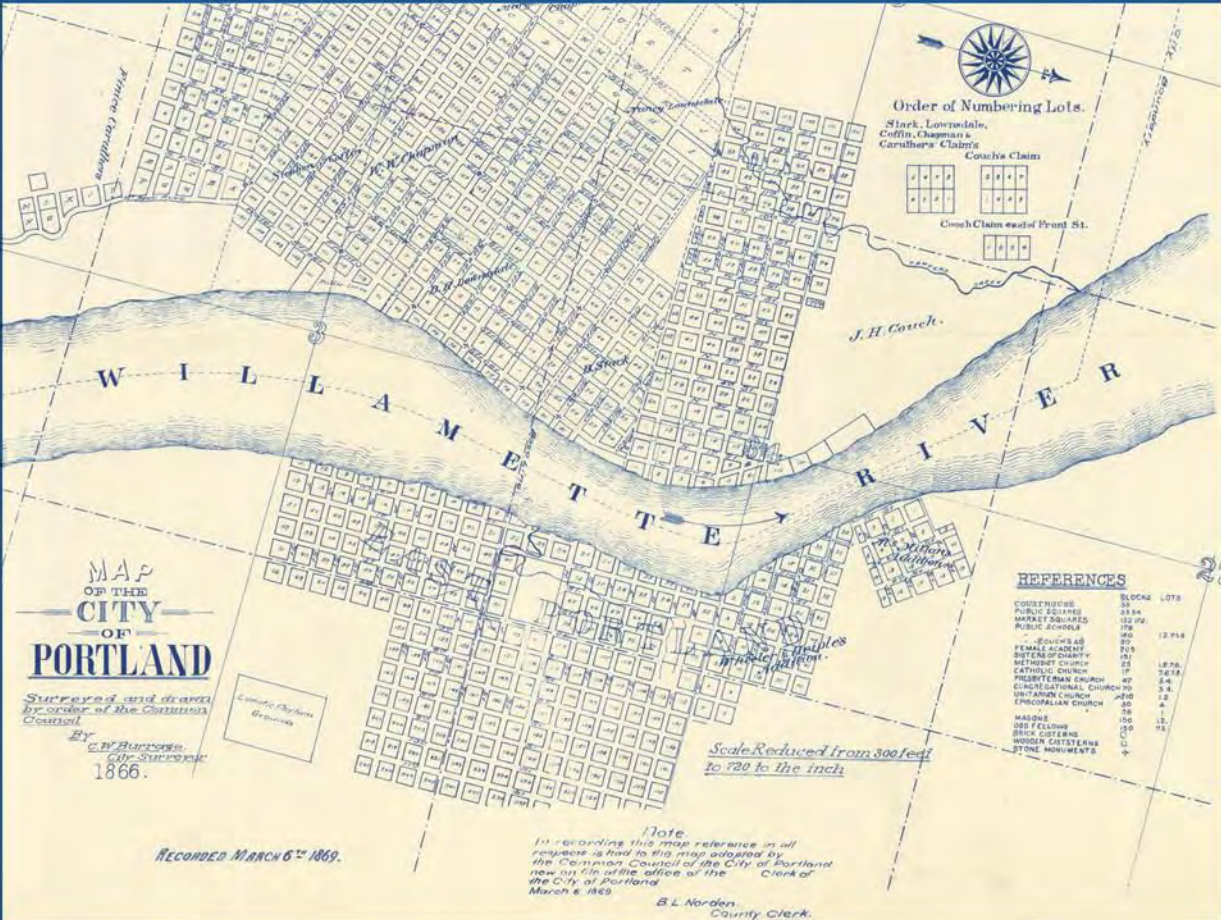


State of the River

2005–06





River Renaissance in Action:

A smarter approach to river revitalization

Converging river banks define our city, and have been the historical "spawning ground" for regional commerce and prosperity. The Willamette River is the heart of Portland's landscape, history, and culture. The Columbia River supports our economic lifeline to Pacific trade. These waters also cultivate our sense of place, and desire to create a sustainable city.

River Renaissance is a citywide initiative to reclaim the Willamette River as Portland's centerpiece. The initiative promotes and celebrates the Willamette River as our chief environmental, economic, and urban asset. Through River Renaissance, Portland is becoming a vibrant and prosperous city centered upon a healthy Willamette River.





River Renaissance is a communitywide initiative to reclaim the Willamette River as Portland’s centerpiece, and sustain our connection with the Columbia River. The initiative promotes and celebrates our rivers as our chief environmental, economic, and urban asset.

The 2005–06 State of the River Report summarizes the achievements made by the City of Portland and a network of community partners working together to revitalize our rivers.

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“The Willamette River reaches beyond any one neighborhood. It brings together Portland’s rich history and exciting future, and symbolizes a united city. I embrace River Renaissance, because it brings people together as partners to work on common issues, and reflects a bold vision of what the community wants Portland to become.”

Mayor Tom Potter

Elected Officials

- Tom Potter, *Mayor*
- Sam Adams, *Commissioner*
- Randy Leonard, *Commissioner*
- Dan Saltzman, *Commissioner*
- Erik Sten, *Commissioner*

River Renaissance Directors

- Gil Kelley, *Planning, Chair*
- Susan Anderson, *Sustainable Development*
- Dean Marriott, *Environmental Services*
- Zari Santner, *Parks & Recreation*
- David G. Shaff, *Water*
- Paul Scarlett, *Development Services*
- Bruce Warner, *Portland Development Commission*
- Sue Keil, *Transportation*

River Renaissance Initiative

- Michael Montgomery, *Manager*
- Darcy Cronin, *Community Service Aide*

River Renaissance Management Team

Portland’s coordinating team of managers and senior staff from the eight River Renaissance bureaus.

Community Partners

The growing list of community partners is presented on pages 42–44.





*Planning Director Gil Kelley,
River Renaissance Manager
Michael Montgomery*

September 18th, 2006

Dear Portlanders,

Together, we are well on our way toward creating the vibrant, healthy and prosperous future that we envision for the Willamette River and the City of Portland. On behalf of the River Renaissance Directors, we are pleased to present the State of the River Report, FY 2005–06.

The State of the River Report is a comprehensive annual review of the many projects, programs, and partners that are working to implement the River Renaissance Strategy and Vision. The report is structured to provide information on **Accomplishments, Progress Measures**, and an **Action Agenda**. As a citywide initiative, the River Renaissance represents the efforts of eight City bureaus, and works to identify and incorporate common goals for our river at every available opportunity. The Initiative also partners with community organizations and local businesses to impact classrooms, boardrooms, and neighborhoods to help make these accomplishments possible.

Our accomplishments are in fact adding up, as you will find in the Progress Measures section. Target industries are on the rebound following the recent recession, and maritime tonnage in our harbor has grown. Waterfront development is spurring economic revitalization, as well as habitat restoration and green-building practices. Projects vary from designing an award-winning green street to commissioning a ferryboat feasibility study. The construction of the “Big Pipe” is half way to completion, and citizens are seeking watershed grants to restore our rivers and streams.

An extensive Action Agenda details the diverse array of river-related endeavors being supported by the City of Portland through the River Renaissance Initiative. Actions include several key waterfront redevelopment projects, efforts to clean up Portland’s harbor, and the Clean River Rewards incentive program. Citizens will soon be reconnected to the water via the Portland Streetcar and Aerial Tram, and the Springwater Corridor Trail will have three new bridges to link East Portland with the river. We know Portlanders love their river, and that is why it is so important that we continue to work together to create a thriving waterfront and healthy river ecosystem.

The River Renaissance Initiative is just beginning to tap the creative, economic and environmental potential of our unique waterfront. We need your ongoing support to pursue our ambitious Action Agenda and strengthen our existing partnerships. We encourage your participation in our effort to discover new ways of capitalizing on Portland’s greatest natural asset: the Willamette River.

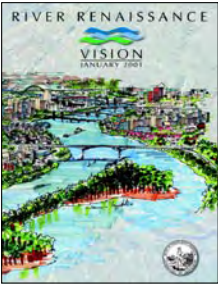
Sincerely,

*Gil Kelley
Director of Planning on behalf of
the River Renaissance Directors*

*Michael Montgomery
River Renaissance Initiative manager*

Message from the River Renaissance Directors

We were inspired by a vision...



2000–2001

In the fall of 2000, more than a thousand Portlanders expressed their hopes and dreams for the future of the river in a series of interactive workshops held in classrooms, community centers, and river boats. The product of this community dialogue is the River Renaissance Vision—a set of long-term goals and aspirations to revitalize our city by reengaging with our river. The *River Renaissance Vision* is a call to

action for City government, public agencies, community groups, business owners and individuals. The Portland City Council enthusiastically endorsed the vision in March 2001.



Mayor Vera Katz at launch of River Renaissance Vision, September 2000

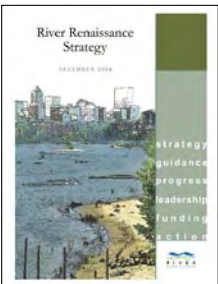
...then worked to better understand the river as a whole system...

The *Willamette River Conditions Report* summarizes existing conditions, trends and opportunities for the river’s ecological, economic, recreational and urban systems. A collaborative team of eight City bureaus produced this integrated assessment of the Willamette River as a foundation for Portland’s river revitalization work.



2002–2004

...achieved early success through innovative strategies and partnerships...



2004

River Renaissance coordinates and connects Portland’s river-related work, engages and educates the public, and enlists community partners to solve complex issues. A growing list of achievements has been made possible by the innovations of key civic, community and government partners.

The *River Renaissance Strategy*, adopted December 2004, establishes policy guidance, progress measures, and an action agenda for the city’s river activities and investments.

...now, we present the second annual, State of the River Report, 2005–06

This second *State of the River Report* provides an important touchstone to reflect on the progress being made toward the *River Renaissance Vision*. The report presents a comprehensive summary of the many projects, programs, and partners that are contributing to river revitalization. The report is a tool to measure the effectiveness of current efforts, and enhance future investment and activities. The report documentation has shifted from an annual calendar year to a fiscal year (July 1, 2005–June 30, 2006), which will better match the City’s schedule for budgeting and work plan development.



2005–06

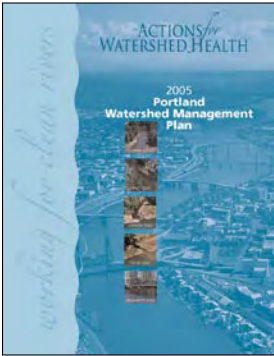


Accomplishments

Efforts are being made at all levels, by citizens, business owners, and local government, to restore the Willamette River, and revitalize our waterfront. The River Renaissance Initiative exists to help track and coordinate these efforts, and to create a synergy effect that benefits everyone.

Among this year's accomplishments are several key planning processes that will significantly aid the on-the-ground implementation of the River Renaissance, namely: *The Portland Watershed Management Plan*, *Freight Master Plan*, and the *River Concept for The River Plan*. These plans take the City another critical step toward attaining the lofty goals of the *River Renaissance Vision*.

Moreover, the interbureau management that occurs through the River Renaissance is becoming a model for how the City works. So-called "silos" are being broken down, and proverbial bridges are being built. Both planning and program implementation are being considered from multiple perspectives to ensure that our resources support river revitalization. From the citywide Green Streets Team to the Harbor Reinvestment Strategy, this interbureau coordination is creating effective results for the citizens of Portland.



Portland Watershed Management Plan Adopted

In March 2006, Portland City Council adopted *Actions for Watershed Health—the 2005 Portland Watershed Management Plan*. The Plan delivers a key part of the *River Renaissance Strategy* by acknowledging that watershed, transportation systems, neighborhoods, and the economy are interconnected.

Guided by the plan, the City will use an integrated approach to put actions into place that address the City’s obligations under state and federal environmental laws. The plan requires City agencies to incorporate innovative stormwater management techniques or stream

restoration options into routine sewer and road projects, and encourages developers to build water quality protection into new construction.

The plan promotes implementing innovative and sustainable stormwater management actions such as:

- Green Streets, or vegetated curb extensions and streetside planters that filter stormwater and allow it to soak into the ground;
- Ecoroofs or vegetated roof systems that absorb rain; and,
- Planters and swales that collect and filter runoff and allow it to soak into the ground to replenish groundwater supplies.

The plan builds on years of City work in our urban watersheds, fostering community stewardship of valuable waterways and protecting natural stream functions. It describes how individual actions contribute to the citywide goal of healthy watersheds. In addition, the plan requires the City to track progress and effectiveness of watershed restoration projects, and incorporate new information into the plan as restoration work continues.

Freight Master Plan Adopted

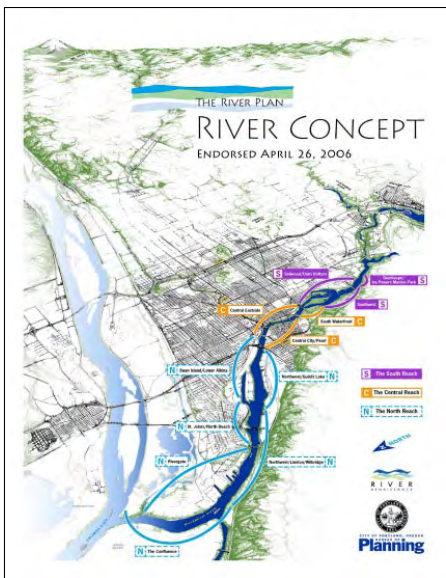
Convenient harbor access is essential to moving freight through our busy industrial port, and in May 2006 the Portland City Council adopted the Freight Master Plan. The plan identifies a freight network classification system based on a hierarchy of freight-related activities ranging from regional truck streets serving interregional and interstate freight movements to local access truck street serving goods delivery to main streets and historic commercial areas.

The plan is implemented through a series of recommended projects, programs and activities that were developed based on three core values (freight mobility, livability, and a healthy economy). Freight mobility improvements are designed to improve the reliability and efficiency of the freight network. These include upgrading key freight interchanges, providing truck-only queue lanes at freeway ramps, implementing Intelligent Transportation System improvements, and upgrading load limits and seismic upgrades on bridges.

Livability improvements are designed to reduce community impacts from freight and balance truck needs with other transportation modes. This includes developing a truck routing signage program to direct truck movements onto appropriate streets, updating on-street and off-street truck loading regulations, and partnering with railroad operators to institute “Quiet Zones” to reduce train whistle noise and improve track safety.

Maintaining a healthy economy involves developing a transportation system that supports long-term economic development by recognizing the role of freight and goods delivery in supporting a healthy and vibrant community. This includes providing access and circulation improvements within freight districts, prioritizing pavement maintenance needs in industrial areas, and partnering with the Portland Development Commission and the Port of Portland to implement transportation improvements that enhance the marketability of industrial sites.



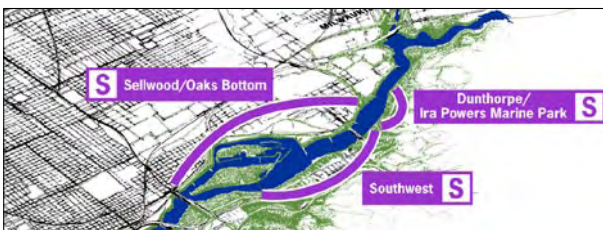
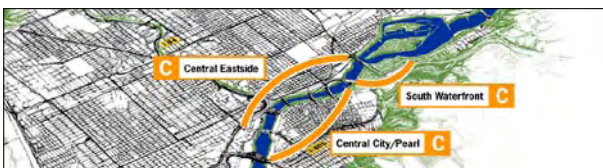
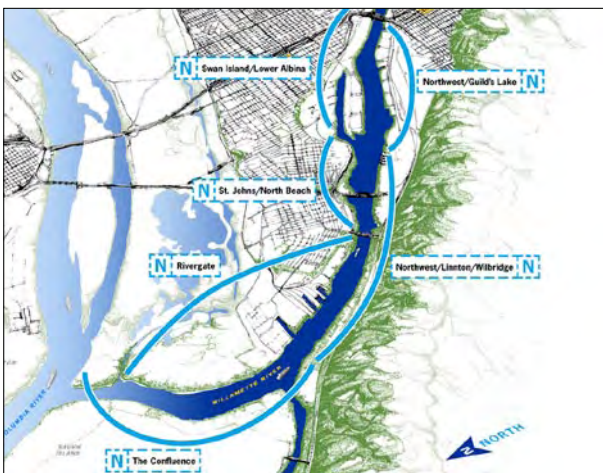


River Concept Adopted to Guide The River Plan

In August 2005, the City launched *The River Plan* process to update the *Willamette Greenway Plan* (1987), beginning with the North Reach of the Willamette River. One of the first *River Plan* products was the *River Concept*, a document that will guide the development of *The River Plan*. The *River Concept* synthesizes river-related planning over the last decade from adopted documents as well as recent policy discussions and actions.

The *River Concept* is intended to provide participants in the planning process with a clear starting point and easily accessible information about the current policy direction for the Willamette River. Along with detailed policy statements about specific riverfront districts, the *River Concept* contains general aspirations for each river reach:

- The North Reach, or Portland's Working Waterfront, will continue to provide Oregon with access to global markets and support the region's economy as a West Coast distribution hub and a heavy industrial area. Environmental cleanup, recreational access, and watershed health actions will contribute to the harbor's long-term vitality.
- The Central Reach, or the Region's Gathering Place, will continue to be a highly urban, regional center with a waterfront that is the city's main civic space and a regional attraction. Access to the river and public use of the waterfront will improve through new development and transportation improvements, eventually including changes to Interstate 5.
- The South Reach, with its Neighborhoods and Natural Areas, will provide unique fish and wildlife habitat, parks and trails in the center of the city, easily reached from established neighborhoods.
- The *River Concept* also includes detailed information about *River Plan* background and process.



After an extensive public comment and review process, the City Council endorsed the *River Concept* in April 2006. The *River Concept* will be used immediately to guide The River Plan/North Reach, and will be updated as part of the South and Central Reach phases of *The River Plan*. The entire river planning process is expected to be complete by 2009.

A New Waterfront District Emerges

With the January 2003 adoption of the *South Waterfront Plan*, the Portland City Council changed the future for the last major undeveloped area within Portland’s central city. Now three years later, the first significant development within the 140 acre South Waterfront District is being built. In June 2006, the Meriwether Towers opened its door providing the first 245 residential units of the 5,000 anticipated to be developed in the district. Plans have been approved to build an additional 1,677 units in the district over the next few years. Oregon Health & Science University will also soon open its first new building in the district, The Center for Health & Healing, which will provide the first few hundred of the 10,000 jobs to be located within the district. This center will also provide clinical and research facilities, as well as a world class gym/health center. The district will soon be linked to outlying areas with Portland Streetcar service into the district beginning in September 2006, and Portland Aerial Tram service linking OHSU’s Marquam Hill and South Waterfront facilities beginning in the winter of 2006/2007.



Temporary greenway improvements have been implemented throughout the central district of South Waterfront that includes trails, benches, and minor landscape treatments. Initial work has also begun on the district’s first public park, Neighborhood Park.

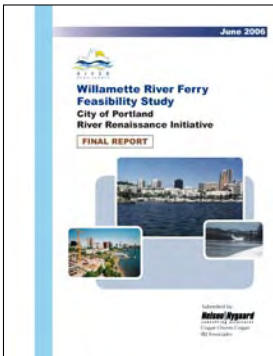
Lastly, South Waterfront continues to emerge as the City of Portland’s most sustainable district. A rich multi-modal transportation network is coming on line, integrated stormwater management techniques are being built into public and private projects, and the city’s greatest concentration of Leadership in Energy and Environmental Design (LEED) certified projects is located here, with all buildings pursuing certification. Most notably, OHSU’s Center for Health & Healing is on target to receive a LEED Platinum rating, making it the largest building in the country to receive such a rating. The South Waterfront neighborhood is emerging from vision to reality, and is providing a working model for how the various goals of River Renaissance can produce new and successful riverfront neighborhoods in the City of Portland.



Photo: Port of Portland

Portland’s Harbor is in Full Gear

Supporting a “Prosperous Working Harbor” is one of the primary themes of the *River Renaissance Vision*, and we are glad to report that our harbor is booming. Two large ship container lines, Zim American Integrated Shipping Services (an Israeli Firm) and the Yang Ming Line (a Taiwanese firm), have selected Portland to add to their West Coast itinerary. The Port of Portland announced record-breaking imports and exports for 2005. Imports of steel rail, steel plates and windmill parts, and grain exports surpassed 2004’s record-breaking 3.9 million tons. At its North Portland scrap recycling facility, Schnitzer Steel has renewed its commitment to doing business in Portland by ordering a new \$12 million, state-of-the-art, energy-efficient scrap metal shredder and by rebuilding and upgrading its dock (\$8.4 million). In 2005, Gunderson’s output increased by 8%, and 3 new barges were launched. Oregon Steel is well underway with its \$35 million pipe mill facility, and rolled out almost 800,000 tons of slab into plate and coil product in 2005. Advanced American Construction built a new \$6 million, 40,000 square foot building in Northwest Portland.



Willamette River Ferry Feasibility Study

Have you ever wondered why Portland doesn't have a ferry system? We did. In 2006, a Willamette River Ferry Feasibility Study was commissioned jointly by the Bureau of Planning and the Portland Office of Transportation with leadership from the River Renaissance Initiative. The study was conducted by Nelson/Nygaard Consulting Associates, with technical assistance from Cogan Owens Cogan, and IBJ Associates.

Among several findings, the feasibility study determined that creating a seasonal central city tourist-style ferry may be possible through a private/public partnership. Developing a local ferry system along the Willamette River could be an excellent way to connect Portlanders and visitors with the river, and foster waterfront business and neighborhood development.

Portland Chosen to Host 2006 Urban Waterfronts Conference



The international spotlight will be on Portland's River Renaissance when more than 300 leaders attend the Waterfront Center's annual conference on waterfront planning, development, and culture in September. Portland was chosen as the site for this event in recognition of the many award winning projects, and the success of local waterfront redevelopment efforts.



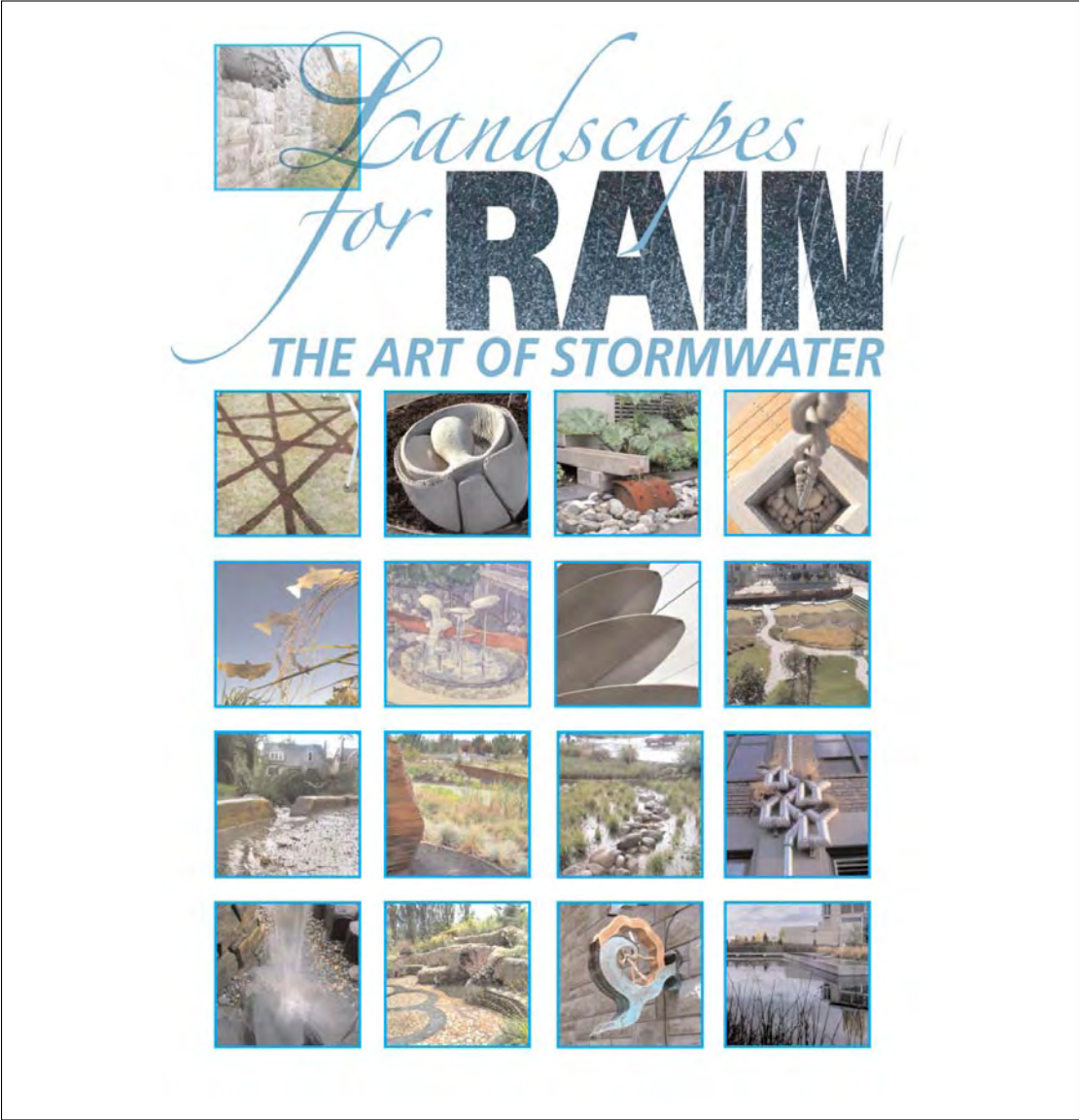
Innovative and Award Winning Green Street Designs

Portland has successfully piloted a number of innovative green street designs, illustrating that reducing river pollution can be sustainable, creative and a community benefit. These designs address water quality, cool the surrounding air and water, provide habitat, and enhance our neighborhoods and business districts. These designs have been so successful that they are now being

adopted for widespread application throughout the City. Portland's work has received state and national recognition, including a national award of honor from the American Society of Landscape Architects for the SW 12th Avenue Green Street Project.

The SW 12th Avenue Green Street Project, located at SW 12th and Montgomery on the Portland State University campus, utilizes a series of landscaped stormwater planters designed to capture and filter approximately 8,000 square feet of street runoff. Built in summer 2005, this street retrofit manages street runoff while still maintaining strong pedestrian movement and on-street parking. The project demonstrates how both new and existing streets in downtown or highly urbanized areas can be designed to provide direct environmental benefits and be successfully integrated into the urban streetscape.

The Art of Stormwater



Portlanders spend nine months of the year carrying umbrellas and wearing raincoats. Rain shapes our landscape and our city. The magic and intrinsic beauty of rainwater is celebrated in a traveling art exhibit and a magnificent 2007 calendar, developed by Environmental Services. "Landscapes for Rain: The Art of Stormwater" is a traveling exhibit that showcases stormwater as a resource. This is a collection of work by artists, architects, landscape architects, and designers that uses rain as the guiding element. Highlighted projects illustrate how managing stormwater can be designed in a way that delights, educates and entertains. The exhibit debuted at a City Hall First Thursday, with over 300 attendees. In 2005, the exhibit reached over 1300 people. The stormwater calendar and art exhibit is available to community groups and organizations.

Linnton Village Redevelopment Direction Decided

The Bureau of Planning, Portland Development Commission (PDC) and the River Renaissance manager assessed potential land-use options for the Linnton waterfront, along the Willamette River. Given the prime waterfront location, we worked to address concerns from both the Linnton Neighborhood Association and the Working Waterfront Coalition. This was a particularly important decision, because it considered two key River Renaissance goals, namely: maintaining and enhancing a prosperous working harbor, and creating vibrant waterfront districts and neighborhoods. Yet, as emphasized in the River Renaissance Strategy, these goals may not always be compatible in the same circumstances.

The Planning Commission recommended that City Council allow a mix of uses, including residential uses, along the Linnton waterfront when the necessary infrastructure and services were in place. The City Council reviewed the Planning Commission’s recommendations, and heard extensive testimony from representatives of the community, industry, government agencies, and other interested parties voicing opinions on both the proposed changes as presented by the Planning Commission, as well as suggestions that the site remain zoned industrial. On August 24, 2006, City Council decided that the site should remain industrial.

The overriding factor for the final decision centered on safety issues. The 35-acre Linnton waterfront is located between two tank farms with an active freight-rail line and the Olympic pipeline running along the northwest border. The Council has asked the Working Waterfront Coalition and members of the Linnton Community to work together, along with City staff, toward providing access to the waterfront, creating a greenway, and enhancing a town center environment along Highway 30.



Combined Sewer Overflow Program Reaches Milestone



Portland has passed the halfway mark of a 20-year program to reduce combined sewer overflows (CSOs) to the Columbia Slough and Willamette River. Projects to date have eliminated almost all CSOs to the Columbia Slough, and have reduced total CSO volume by more than three billion gallons a year. The West Side CSO Tunnel is complete and construction of the East Side Tunnel is underway to significantly reduce sewer overflows into the Willamette River by 2011.

Portland’s Regional Recreational Trails Strategy Complete

Regional trails connect our city to adjacent communities, and to regionally significant features such as rivers and streams. Portland has 22 existing and planned regional trails, totaling 221 miles. Of those, 146 miles (66%) are complete. Now, working within the context of other regional planning frameworks, Portland Parks & Recreation has developed a 20-year strategy for completing Portland’s Regional Recreational Trail System. The strategy will be used to guide future regional trail development decisions.

Bureau of Environmental Services Doubles Outside Funding

In FY 2005–06, Environmental Services was awarded \$1,946,416 in grants from various sources, including the Environmental Protection Agency, the Oregon Watershed Enhancement Board, Federal Emergency Management Agency, and EcoTrust. This is almost doubles the \$988,000 awarded in FY 2004–05, allowing the bureau to do restoration work, and other efforts to improve the health of our rivers and watersheds.



The *River Renaissance Strategy* (2004) established a set of measures to assess the impact of the collective actions being made to improve the health, vibrancy and economic prosperity of our river systems. Over the past two years, the progress measures have been refined and information has been collected to report the status of these indicators.

In order to track progress in a meaningful way, some measures will be reported annually, while others will be updated on a multiyear basis to better show trends. The measures are presented using the five *River Renaissance Vision* themes:

- Ensure a clean and healthy river system for fish, wildlife, and people;
- Maintain and enhance the city's prosperous working harbor;
- Embrace the river and its banks as Portland's front yard;
- Create vibrant waterfront districts and neighborhoods; and,
- Promote partnerships, leadership, and education.

The trend symbol assigned to each goal indicates the general direction that progress is moving. In these first few years of monitoring, long-term trends are very difficult to observe. Since the last *State of the River* report was published six months ago, we may not yet have updated information for some of these measures. Trend indicators will become more meaningful once the report has several years of measures to compare progress.



Clean & Healthy River	Key Indicators of Progress	Trend
Healthier populations of native fish and wildlife use the river and streams for rearing, migration and year-round habitat.	<p>Much of the FY 2005–06 data is still be being processed and analyzed. However, monitoring results from recent and ongoing restoration projects, sponsored by the City of Portland, show promising results.</p> <p>Monitoring this spring revealed that wild Coho salmon are using Miller Creek in Northwest Portland for the first time since a culvert under Highway 30 was replaced by the Oregon Department of Transportation. Similarly, monitoring efforts this spring and summer documented that threatened salmon and steelhead species from both the Willamette River and upstream areas of the Columbia River are making significant use of a restored site in the Lower Columbia Slough. Finally, monitoring associated with ongoing restoration efforts in Johnson Creek and Tryon Creek recently revealed that thousands of native fish—including Coho salmon, steelhead and cutthroat trout—and amphibians that depend on cold, clean water are using these Portland streams.</p> <p>A baseline for measuring the progress of native fish and wildlife populations is being established as part of a more comprehensive Watershed Health Index.</p>	■ ■ ■
Water quality in monitored streams improves annually.	Updated information on water quality in monitored streams will be reported on a multiyear basis.	■ ■ ■

Trends:
+ Positive change – Negative change = No change ... Multiyear data or future measurement

Clean & Healthy River	Key Indicators of Progress	Trend
The volume and concentration of E. coli in the Willamette River is reduced.	The Water Quality Index of the Willamette River has improved from “fair” to “good” over the past five years.	+
The overall quality and quantity of tree canopy increases.	Trees planted in City parks or in the public right of way Number of permitted trees planted 1169 Number of trees removed 652 <i>(Source: Parks Urban Forestry permits)</i> Acres of vegetation cover Tree canopy 24,162 acres Noncanopy vegetation 19,475 acres <i>(2002 data from multispectral imaging of the city of Portland)</i> Enhanced tools to map and classify trees and vegetation are being developed as part of an update of the natural resource inventories for wildlife habitat, waterways, and tree canopy.	+
More buildings and sites are developed or redeveloped to include functional habitat and sustainable development practices.	More than 48,375 downspouts have been disconnected from residential roof drains. This is an increase of 2,387 in FY 2005–06. Development permits for stormwater facilities (e.g., planted swales and ecoroofs) totaled 1,231 swales and 8 ecoroofs in FY 2005–06. Portland now has more than 416,400 square feet of green roofs (ecoroofs and roof gardens), an increase of 106,400 square feet in 2005. The number of Leadership in Energy and Environmental Design (LEED) registered buildings in Portland has increased from 33 in 2004 to 65 in 2005. The number of LEED certified buildings in Portland is 11 up from four in 2004.* * LEED registered means that the project has been registered with the United States Green Building Council and aspires to achieve one of four levels of certification. Once a building has achieved certification, the building goes from being “registered” to being “certified.”	+

Progress Measures





Prosperous Working Harbor	Key Indicators of Progress					Trend																																																
The number of regional jobs that are supported by manufacturing and distribution firms in the working harbor and Columbia Corridor increases.	<p>The total “covered employment” of manufacturing and distribution firms in the working harbor and Columbia Corridor industrial districts in 2004 was 47,900, up slightly from 47,500 jobs in 2002. These firms supported approximately one in seven jobs (125,000) in the six-county metro area, based on US Bureau of Economic Analysis RIMS II regional multipliers for 2000.</p> <p>The recent recession prompted countywide employment reductions of 20 percent in manufacturing and 10 percent in distribution from 2001 to 2004. Employment data at the district level for 2004 is due, but not yet available.</p>					=																																																
<p>Portland’s established and emerging industries grow. To measure progress, we track the job growth in regional target industries and the manufacturing sector generally within the working harbor and Columbia Corridor industrial areas. The positive trend in job growth in the last year shows that we are pulling out of the recent economic recession.</p> <p>Target Industry Jobs in 3-county metro area (Source: Oregon Employment Department, Covered Employment)</p> <table><tr><th>Target Industry</th><th>Jobs 2001</th><th>Jobs 2004</th><th>Jobs 2005</th><th>Annual Growth 2004–05</th><th>Average Annual Growth 2001–05</th></tr><tr><td>Distribution/Logistics</td><td>77,544</td><td>76,387</td><td>76,138</td><td>–0.3%</td><td>–0.5%</td></tr><tr><td>Metals/Transportation</td><td></td><td></td><td></td><td></td><td></td></tr><tr><td> Equipment</td><td>33,344</td><td>30,040</td><td>30,725</td><td>2.3%</td><td>–2.0%</td></tr><tr><td>High Tech</td><td>56,451</td><td>45,458</td><td>46,917</td><td>3.2%</td><td>–4.5%</td></tr><tr><td>Food Processing</td><td>7,973</td><td>7,874</td><td>7,021</td><td>–10.8%</td><td>–3.1%</td></tr><tr><td>Activewear</td><td>6,818</td><td>6,960</td><td>7,896</td><td>13.4%</td><td>3.7%</td></tr><tr><td>Manufacturing</td><td>112,687</td><td>98,561</td><td>101,139</td><td>2.6%</td><td>–2.7%</td></tr></table>						Target Industry	Jobs 2001	Jobs 2004	Jobs 2005	Annual Growth 2004–05	Average Annual Growth 2001–05	Distribution/Logistics	77,544	76,387	76,138	–0.3%	–0.5%	Metals/Transportation						Equipment	33,344	30,040	30,725	2.3%	–2.0%	High Tech	56,451	45,458	46,917	3.2%	–4.5%	Food Processing	7,973	7,874	7,021	–10.8%	–3.1%	Activewear	6,818	6,960	7,896	13.4%	3.7%	Manufacturing	112,687	98,561	101,139	2.6%	–2.7%	+
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<p>The maritime tonnage of goods handled in the working harbor increases.</p> <p>Portland Harbor Cargo Handled (Source: US Army Corps of Engineers, Waterborne Commerce of the US)</p> <table><tr><th></th><th>2002</th><th>2003</th><th>Annual Growth 2002–03</th><th>Short Tons 2004</th><th>Annual Growth 2003–04</th></tr><tr><td>International</td><td>15,431,000</td><td>15,753,000</td><td>2.1%</td><td>17,658,000</td><td>21.1%</td></tr><tr><td>Domestic</td><td>11,185,000</td><td>11,043,000</td><td>–1.3%</td><td>12,335,000</td><td>11.7%</td></tr></table>							2002	2003	Annual Growth 2002–03	Short Tons 2004	Annual Growth 2003–04	International	15,431,000	15,753,000	2.1%	17,658,000	21.1%	Domestic	11,185,000	11,043,000	–1.3%	12,335,000	11.7%	+																														
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Trends:
+ Positive change – Negative change = No change ... Multiyear data or future measurement

Prosperous Working Harbor	Key Indicators of Progress	Trend	Progress Measures																										
The mobility of freight traffic (trucks, rail, and waterway transport) improves through the region.	<p>The new <i>Freight Master Plan</i> outlines several specific performance measures to track progress on freight mobility. These measures are listed below:</p> <ul style="list-style-type: none">■ Hours of truck delay in the PM Peak and midday■ Travel time in Intelligent Transportation System Corridors for average PM Peak, AM Peak and Off-peak■ Assessment of unmet pavement need■ Employee participation in Transportation Management Associations (TMA)■ Annual truck collisions/million vehicle miles of travel■ Elimination of weight-restricted bridges on truck streets■ Assessment of truck complaint resolution <p>As these measures have recently been developed, a progress trend is not yet available.</p>	...																											
<p>Private capital investment increases in the working harbor and Columbia Corridor industrial areas, especially in cleanup sites.</p> <p>Industry invested \$218 million in assessed building improvements in the harbor industrial districts in 2005. These recent investments include about \$12 million in improvements to reuse two previously vacant brownfield sites on the harbor.</p> <p>(Source: Multnomah County Assessment and Taxation, total “real” building value)</p> <table><tr><th>Districts</th><th>Total Value in Buildings 2005</th><th>Annual Investment 2004-05</th><th>Annual Growth 2004-05</th></tr><tr><td>Rivergate</td><td>\$1,025,577,000</td><td>\$135,352,000</td><td>15.2%</td></tr><tr><td>NW Industrial</td><td>\$886,445,000</td><td>\$23,281,000</td><td>2.7%</td></tr><tr><td>Swan Island</td><td>\$727,021,000</td><td>\$59,089,000</td><td>8.8%</td></tr><tr><td>Airport</td><td>\$1,355,065,000</td><td>\$92,691,000</td><td>7.3%</td></tr><tr><td>Columbia Corridor East</td><td>\$604,152,000</td><td>\$58,285,000</td><td>10.7%</td></tr><tr><td>Total</td><td>\$3,994,108,000</td><td>\$310,413,000</td><td>8.4%</td></tr></table>	Districts	Total Value in Buildings 2005		Annual Investment 2004-05	Annual Growth 2004-05	Rivergate	\$1,025,577,000	\$135,352,000	15.2%	NW Industrial	\$886,445,000	\$23,281,000	2.7%	Swan Island	\$727,021,000	\$59,089,000	8.8%	Airport	\$1,355,065,000	\$92,691,000	7.3%	Columbia Corridor East	\$604,152,000	\$58,285,000	10.7%	Total	\$3,994,108,000	\$310,413,000	8.4%
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Permitting time and complexity for development and redevelopment is reduced.	<p>The Regulatory Improvement Program seeks to continuously improve Portland’s development code regulations, procedures, costs and customer service. Recent code amendments resolved issues with nonconforming development, procedures for final plats, and violations to tree preservation plans.</p> <p>Indicators to measure improvements in the permitting process will be established in 2006–07.</p> <p>Measurement Tools</p> <ul style="list-style-type: none">■ Establish baseline data for the length of Greenway Review and building permit review for riverfront projects. Compare permit data annually to identify trends and opportunities to further streamline review process.■ Establish Concept to Construction program for all Greenway reviews to provide applicants with one-point Bureau of Development Services Land Use Services contact from conception to permit issuance.	...																											



Portland’s Front Yard	Key Indicators of Progress	Trend
Increase the diversity of uses and balance of uses in City of Portland riverfront parks.	<p>There is currently no data to compare progress for this measure.</p> <p>Progress will be measured by evaluating the ratio of existing amenities in river parks to the acreage of parkland and amenities from one year to the next.</p>	■ ■ ■
Increase the number of people who live within a mile of river access points.	Since the 2000 census, there has been a significant increase in the number of people who live within a mile of 48 public river access points. This is primarily due to development in the Pearl District and other areas on the west side of the Willamette River.	+

Trends:
+ Positive change - Negative change = No change ... Multiyear data or future measurement

Portland's Front Yard	Key Indicators of Progress	Trend
Improve watercraft access to and from the City's parkland.	Watercraft access sites include boat ramps, lightwatercraft launches, and transient docks that provide land access. City parkland now includes 11 watercraft access sites, among them a new lightwatercraft launch built at Kelly Point Park in 2006.	+
Decrease the number of days when it is unsafe to swim in the Willamette River.	Combined Sewer Overflow (CSO) system improvements continue to significantly reduce sewer overflows into the Willamette River. The City issues media advisories and notifies the public when CSOs occur during the summer season (May 15 to October 15). The City issued 7 CSO advisories in FY 2005-06 (July 2005 to June 2006).	+
Increase the linear feet of off-street river trail segments on both sides of the Willamette River.	600 linear feet of temporary trail was installed in front of the Meriwether Condominiums. Upon completion of that development project, 1,300 linear feet of permanent greenway trail will be built and the temporary trail will be removed. The greenway trail proposed for South Waterfront District is 1.2 miles, and is anticipated to be complete in 3 years. Progress toward this goal will be reported on a multiyear basis beginning in 2007.	+
The amount of riverbank habitat improved or restored increases.	In 2005, 11,350 feet of stream bank was improved or restored by the Bureau of Environmental Services, in partnership with public and private entities.	+

Progress Measures





Vibrant Waterfront Districts	Key Indicators of Progress	Trend
An increasing number of district residents, workers, and shoppers perceive that waterfront commercial and residential districts are enjoyable places to live, work, and visit.	A survey question is being developed to include in the City Auditor’s annual Citizen Survey for 2007. Results will be available in the 2008 report.	■ ■ ■
More private and public development activities contribute directly and indirectly to the vibrancy of the waterfront as a place for public use and enjoyment as well as for development and investment.	Current development activities: The South Waterfront District is a 140-acre plan district located within the larger 409-acre North Macadam Urban Renewal Area. This district is being transformed from brownfields into a vibrant waterfront district that will contain 5,000 housing units and 10,000 jobs. This year the first residential project, The Meriwether, has opened, providing approximately 245 housing units. Six additional mixed-use projects will soon add 1,677 residential units in the district. In addition to this, OHSU’s first building opens in fall 2006 providing the district’s first institutional biosciences building and the first few hundred new jobs to the district. All this development is being supported by a new streetcar extension, intermediate greenway and park improvements, and the soon-to-be-completed aerial tram linking South Waterfront with OHSU’s Marquam Hill Campus. Private developers constructed a temporary greenway path along four blocks in the Central District portion of the plan district summer in 2006.	+

Trends:
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Vibrant Waterfront Districts	Key Indicators of Progress	Trend	Progress Measures
	<p>Centennial Mills is a singular opportunity to transform a historic riverfront industrial complex into a place that powerfully reconnects the city with the river. The 4.75-acre site includes 11 structures and is located along NW Naito Parkway, between the Broadway and Fremont Bridges. Centennial Mills has figured prominently in redevelopment concepts for the city’s riverfront since the 1980s.</p> <p>Terminal One. The former Port of Portland terminal in NW Portland is being redeveloped with townhomes and will provide public access to the waterfront with a new segment of Greenway Trail.</p> <p>The Ankeny/Burnside Development project began in 2005 to revitalize the historic district that includes Ankeny Plaza, the area under the Burnside Bridge along 1st Avenue, Naito Parkway, and connections to the riverfront at the Ankeny Pump Station and dock.</p> <p>The Portland Boathouse, a light watercraft recreational center, opened in March 2005, on the lower floor of the Holman Building. Numerous paddling, rowing, and crew teams use the facility and non-motorized boat dock on the east bank just south of the Hawthorne bridge.</p>	+	



Partnerships, Leadership, and Education	Key Indicators of Progress	Trend
Increase the number of students participating in school assemblies and activities to learn about the economic, environmental and urban roles of the Willamette River.	<p>A total of 12,268 K–12 students in Portland area schools participated in classroom presentations and field work during the 2005–06 school year.</p> <p>In a new K–6 assembly program, <i>Living Streams: Stories for Healthy Watersheds</i>, a total of 7,443 students participated in the assembly program during its first year. Clean Rivers Education developed the assembly with storytelling artist, Will Hornyak.</p>	+
Enhance cooperative efforts between upstream and downstream communities.	<p>A new spirit of cooperation between Willamette River cities began with a successful summit in Oregon City hosted by Congresswoman Darlene Hooley. In June 2005, citizens from riverfront communities throughout Oregon participated in this unique gathering to discuss successful initiatives and explore partnership opportunities. The next meeting of Willamette River Cities United will be held in October 2006. River Renaissance is proud to be an event organizer and sponsor.</p>	+
More Portlanders take part in activities at home and in the community that contribute to River Renaissance goals.	<p>71.5% of Portlanders reported at least one visit to the Willamette River in 2005, a slight increase over the 70% who said they did something (recreate, shop, walk, etc.) on or along the riverfront in 2004. (City of Portland Citizen Survey, 2004 and 2005).</p> <p>A total of 48,375 downspouts have been disconnected from residential roof drains. This is an increase of 2,387 in FY 2005–06.</p> <p>SOLV volunteers continued to play a significant role in watershed improvements like cleanups, plantings, and invasive weed removal in 2005–06.</p>	+
A growing network of civic and community partners engages the public in river-related activities and contributes to the River Renaissance Initiative.	<p>More than 119 partners participated in FY 2005–06. This is an increase of 103% over 2004.</p> <p>The expanding list of partners is presented on pages 42–44 of this report.</p>	+
An increasing number of Portlanders receive the River Renaissance calendar and visit the River Renaissance website.	<p>In FY 2005–06, ten editions of the River Renaissance events calendar were produced, three more than in 2004.</p> <ul style="list-style-type: none">■ 3,000 copies of each edition were distributed;■ Monthly email announcements are sent to a network of 800 individuals, businesses, and organizations; and■ Visitors to the River Renaissance website have increased by 230% since 2004, averaging 5,122 a month in FY 2005–06.	+

Trends:
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The River Renaissance Action Agenda showcases the City of Portland's current portfolio of river-related work. The 39 programs highlighted include educational efforts, planning processes, transportation advances, trail improvements, watershed restoration, and waterfront economic development. Programs span both sides of the 17-mile Willamette riverfront, and include work underway in the Columbia River Corridor, the Columbia Slough, and throughout our watersheds.

The Action Agenda strategically advances the five interrelated themes of the *River Renaissance Vision*:

- A Clean and Healthy River
- A Prosperous Working Harbor
- Portland's Front Yard
- Vibrant Waterfront Districts and Neighborhoods
- Partnerships, Leadership, and Education

You will find these themes interwoven throughout our Action Agenda. City bureaus are working together with community partners to accomplish these multiple objectives with each action and investment. You will also discover that our focus of river revitalization reaches beyond our river and stream banks, showing just how interconnected our entire city is with the waters that run through it. In order to achieve our ambitious goals, we must think and act with a broader and deeper understanding of our connection to this place we call home. The Action Agenda demonstrates our commitment to renewing the rivers and streams of Portland.



The River Plan/ North Reach

Continue to develop a comprehensive multiobjective plan for the land along the Willamette River that will reflect the *River Renaissance Vision* and *Strategy* and the newly adopted *River Concept* and serve as an update of the *Willamette Greenway Plan* (1987), Zoning Code and design guidelines. The first phase will focus on the North Reach, which stretches from the Fremont Bridge on the west side of the Willamette and the Broadway Bridge on the east side of the Willamette north to the confluence with the Columbia River. Future planning will address downtown and southern areas.



The River Plan/North Reach progress to date includes:

- Release of a draft trail alignment report which outlines the issues and challenges related to trail access in the Willamette’s North Reach and proposes an alignment that respects the needs of river-dependent industries. Next steps include the development of trail designs and implementation strategies.
- Release of a draft Parks Bureau-prepared water recreation report that inventories existing opportunities for water recreation along the entire river in Portland and recommends development of a clear framework for building, operating and maintaining existing and future public water recreation facilities.
- Discussion of opportunities to increase watershed health through habitat protection, restoration, and greening the built environment. This work will ultimately be the City’s compliance with Metro’s Nature in Neighborhoods for the North Reach of the Willamette River Corridor and will contribute to the City’s compliance with the Clean Water Act.
- Interviews with 60 Portland Harbor business and property owners/representatives as a first step toward the development of a Working Harbor Reinvestment Strategy. The strategy will be a 10-year program of coordinated land, labor and infrastructure investments to stimulate private industrial development in the working harbor industrial districts.

Upcoming work includes discussion of ways to streamline the city, state and federal permitting process; exploration of changes to the definition of river-related and river-dependent uses; and examining the City’s role in permitting the clean up of contaminated sites. Once the focused work is complete, the River Plan team will develop an integrated plan and implementing tools for public review.

Status	Planning process in 2005–07
City Leads	Planning, Parks & Recreation, Transportation, Environmental Services, Portland Development Commission, Development Services
Partners	River Plan Committee, Port of Portland, property owners, state, federal and regional agencies, and community stakeholders

Willamette River Ferryboat Opportunity

The Willamette River Ferry Feasibility Study, published in June 2006, suggests that the City of Portland may be an attractive place to create a seasonal “Center City Ferryboat” system. The report, conducted by consultants Nelson/Nygaard, notes that a “public-private” partnership will be required to realize such an ambitious project. River Renaissance will begin to explore potential next steps surrounding the establishment of a ferryboat service in Portland. Creating a ferry service could be an excellent way to connect Portlanders and visitors with the river, and foster river-oriented business and neighborhood development. Initial discussions will be held involving local river-oriented developers, potential ferryboat operators, and state and federal officials.

Status	FY 2006–07
City Leads	River Renaissance Initiative, Bureau of Planning, Transportation, Parks & Recreation, Portland Development Commission
Partners	Local, state, and federal agencies, waterfront businesses and developers, potential ferryboat operators

Columbia Corridor Area Plan



In anticipation of significant upcoming investment in the Interstate 5 corridor linking Oregon and Washington, the time is ripe to develop a comprehensive and forward-thinking plan for the Columbia Corridor: a regionally significant transportation and industrial hub that is simultaneously home to some of the region’s richest natural and recreational resources. This planning process will build upon a collaborative scoping effort, conducted in FY 2005–06, in which community and agency stakeholders developed initial concepts to integrate natural resource conservation with the unique hydrologic, economic, and transportation characteristics of the area.

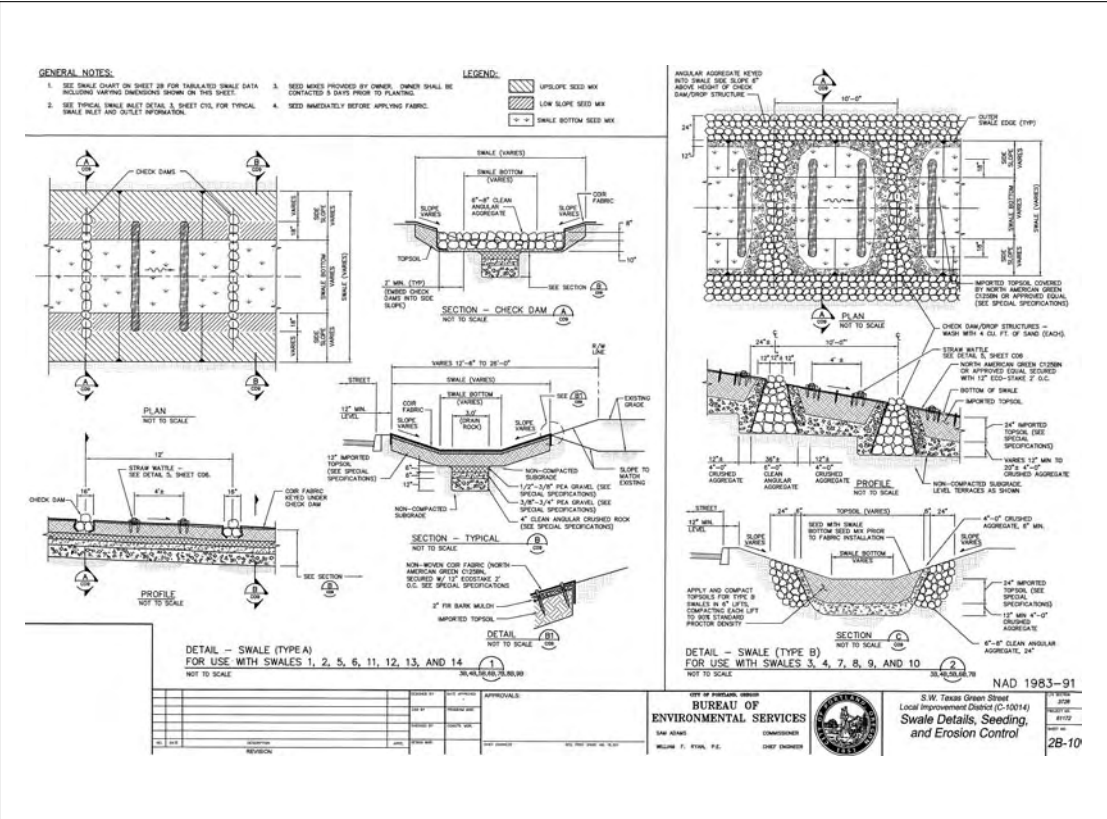
Status	Initiate in 2007
City Leads	Planning, Transportation, Water, Environmental Services, Parks & Recreation, Development Services, Sustainable Development, Portland Development Commission
Partners	Port of Portland, Multnomah County Drainage District; state, federal and regional agencies; property owners, community stakeholders

Portland Watershed Management Plan Implementation

During FY 2005–06, Environmental Services continued to work on over 150 watershed projects. In FY 2006–07, implementation of the citywide watershed management plan will focus on these and other new projects. The following two projects provide outstanding examples of our ongoing work.

SW Texas Green Street Stormwater Improvements

Inadequate drainage of urban runoff from the unimproved streets around SW Texas caused localized flooding. In April 2005, a local improvement district was established once green street elements were included in the project. The project area is at the headwaters of Stephens Creek, one of southwest Portland’s few streams that are free-flowing to the Willamette River. This project demonstrates the City’s ability to respond to a citizen-led initiative with a flexible, innovative project that meets the needs of the neighborhood, helps meet regulatory requirements, and improves Portland’s quality of life. Funding sources include the US Environmental Protection Agency, Environmental Services, and the local improvement district.



The completed green street improvements will protect human health and safety by directing runoff away from homes and backyards, alleviating basement flooding problems, and reducing street erosion so the new road infrastructure will be protected. The project will also manage stormwater that had caused sewer line damage adjacent to Stephens Creek, downstream from the project area. The total project will cost \$1.65 million: \$941,714 for street improvements and \$711,000 for stormwater improvements. Funding sources are an Environmental Protection Agency Innovative Wet Weather Grant (\$77,000), Environmental Services capital improvement project funding (\$634,000), and the local improvement district (\$941,714). Construction began in summer 2006.

Ramsey Refugia Project—Lower Columbia Slough

The site is located in a complex of seasonal lakes and wetlands near the confluence of the Willamette and Columbia Rivers that before development once covered an estimated 650 acres. Today, only 42 acres, or about 6.5 percent of the area, remains as natural wetland. Juvenile salmon in the Columbia and Willamette River basins depend on these wetlands for rearing habitat before they migrate to the Pacific Ocean. Native Chinook salmon, Coho salmon, and steelhead trout, listed as threatened species under the federal Endangered Species Act (ESA), use the lower Columbia Slough, North Slough, and Smith and Bybee Wetlands from November through June. Phase I, completed in November 2005, restored about 3 acres of wetlands by reconnecting it to the Lower Columbia Slough to these wetlands, and planting native vegetation. Funding sources included grants from the National Oceanic & Atmospheric Administration Restoration Center, dispersed through FishAmerica Foundation, and Lower Columbia River Estuary Partnership.



Beginning in 2006, Phase II will restore an additional 5 acres of floodplain wetland habitat and create additional off-channel habitat. The project will benefit ESA-listed Willamette and Columbia River basin salmon, and other fish and wildlife. Phase II will cost an estimated \$1,200,000. The City has secured funding through a new Estuary Restoration Cost Share Program with the US Army Corps of Engineers, and the Columbia Slough Watershed Council has secured funding through an Oregon Watershed Enhancement Board restoration grant.

Status	FY 2006–07 and ongoing
City Leads	Environmental Services, Transportation, Planning, Parks & Recreation, Development Services
Partners	Columbia Slough Watershed Council, Ducks Unlimited, FishAmerica Foundation, Inner City Youth Institute, Lower Columbia River Estuary Partnership, Metro Parks & Greenspaces, National Oceanic & Atmospheric Administration Restoration Center, Oregon Department of Fish and Wildlife, Oregon Watershed Enhancement Board, Port of Portland, Rhodia, Inc., US Army Corps of Engineers



Portland Aerial Tram Construction

The Portland Aerial Tram is a 3,300 linear foot aerial tram rising 500 feet over Interstate 5, the Lair Hill neighborhood, and Terwilliger Parkway and connecting Oregon Health & Science University and the Marquam Hill to the South Waterfront District. Construction of the tram will be completed in fall 2006 and will serve as a catalyst for the South Waterfront redevelopment, and the continued emergence of OHSU as a top-tier medical research institution. The tram will provide approximately a 3-minute ride between the two areas, with views of Mt. Hood and Downtown Portland. The tram will increase waterfront access.

Status	Complete in Fall 2006
City Leads	Transportation, Portland Development Commission
Partners	Oregon Health & Science University, private developers

South Waterfront Neighborhood Park

A newly seeded 2-acre neighborhood park in the South Waterfront District is just two blocks from the river. Located off SW Moody Street, between SW Gaines and SW Curry, this is the first open space to be established in the district. The park is expected to be complete in three years.

Status	2006–09
City Leads	Parks & Recreation
Partners	Private developers, Portland Development Commission

Portland’s Brownfield Program

In 1998, Portland was selected by the Environmental Protection Agency (EPA) as one of 16 “Brownfield Showcase Communities” located throughout the United States. Since then, this program has received more than \$1.3 million dollars in EPA grants for environmental assessment and cleanup. Currently, \$600,000 in EPA grants consisting of three separate \$200,000 grants is being used to fund the clean-up of a site in St. Johns, and assessments for sites with petroleum and hazardous waste contamination. In June 2006, the program was given a \$500,000 cleanup fund from the City’s general fund.

Applications for Environmental Site Assessments through the EPA grants are accepted continuously as long as funding is available. Assistance through the City cleanup fund will be available through a brief application process being launched in the fall of 2006.

Status	Ongoing
City Leads	Environmental Services
Partners	Environmental Protection Agency

Portland Harbor Cleanup

Advance cleanup efforts and the agreement with federal, state and tribal natural resources trustees on natural resource damages in the harbor. Complete evaluation and control of upland sources of contamination; continue investigation and remediation efforts.

Status	Ongoing
City Leads	Environmental Services
Partners	Federal, state, and tribal natural resource trustees, Lower Willamette Group

Willamette Industrial Urban Renewal Area

Formed in 2004, the Willamette Industrial Urban Renewal Area (WIURA) is located in the heart of Portland’s urban industrial waterfront, comprising approximately 756 acres of industrial-zoned land on both sides of the Willamette River. The WIURA was formed to encourage existing businesses to stay within the district, and attract new industrial manufacturing and distribution businesses to the area.



An Implementation Strategy Task Force continues to develop recommendations for guiding urban renewal expenditures in support of the goals set forth in the *Willamette Industrial Urban Renewal Plan*. Several key issues being addressed by the Implementation Strategy are:

- Commitment to investments which directly assist businesses within the WIURA, particularly existing businesses within core industries such as distribution and logistics, and transportation equipment manufacturing;
- Assistance to businesses in complying with regulatory requirements for new development;
- Infrastructure improvements, traffic demand management, and other methods to increase traffic capacity, particularly for freight movement in and out of the area; and
- Assistance in restoring environmentally contaminated sites to productive use. Portland Development Commission funds are used strategically, and are not intended to replace the obligations of responsible parties.

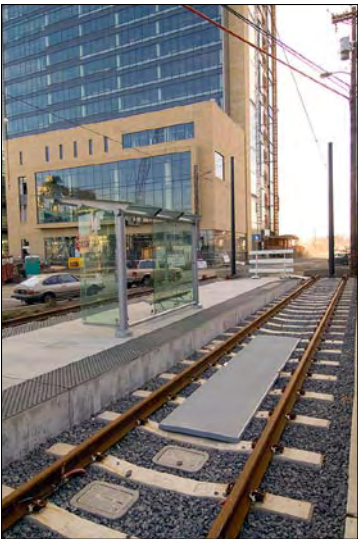
Status	Ongoing
City Leads	Portland Development Commission, Planning, Transportation, Development Services
Partners	Port of Portland, large employers

The River in Focus

New in 2005, this free discussion series highlights critical economic, environmental, and urban river issues. These public noontime events are held at Portland City Hall to discuss and connect the complex array of river programs and projects. Topics in 2005 included Ross Island, Combined Sewer Overflow projects, and the The River Plan/North Reach. The series continues with monthly brownbag presentations on the third Tuesday of each month. Please visit www.portlandonline.com/river to confirm the details.

Status	Ongoing
City Leads	River Renaissance Initiative
Partners	Community, business, and agency partners

Portland Streetcar Extends to the Waterfront



The Portland Streetcar Lowell Extension Project will add 0.4 miles to the existing streetcar system that runs from Northwest Portland through the Pearl District, the west end of downtown, Portland State University, and RiverPlace to the current terminus across the street from the Portland Aerial Tram lower station. Construction of this extension will be completed in July 2007 with service beginning shortly thereafter. The streetcar will support the transit and access needs of the planned redevelopment in the South Waterfront District.

Status	Complete in July 2007
City Leads	Transportation, Portland Development Commission
Partners	Portland Streetcar, Inc., Oregon Health & Science University, private developers, workers and residents in South Waterfront District, and other community stakeholders

Watershed Investment Fund

In June 2006, at the request of Commissioner Adams, the Portland City Council invested \$500,000 from the FY 2006–07 General Fund resources to create the Portland Watershed Investment Fund. The Portland Watershed Investment Fund provides the Watershed Division of Environmental Services with immediate resources to implement high-priority projects in addition to those already underway as part of the 2005 Portland Watershed Management Plan. The projects must meet certain criteria, including:

- Can be completed by the end of FY 2006–07;
- Create tangible and measurable benefits to watershed health;
- Will leverage non-city resources; and
- Will create community awareness and enhanced community support for citywide watershed work.

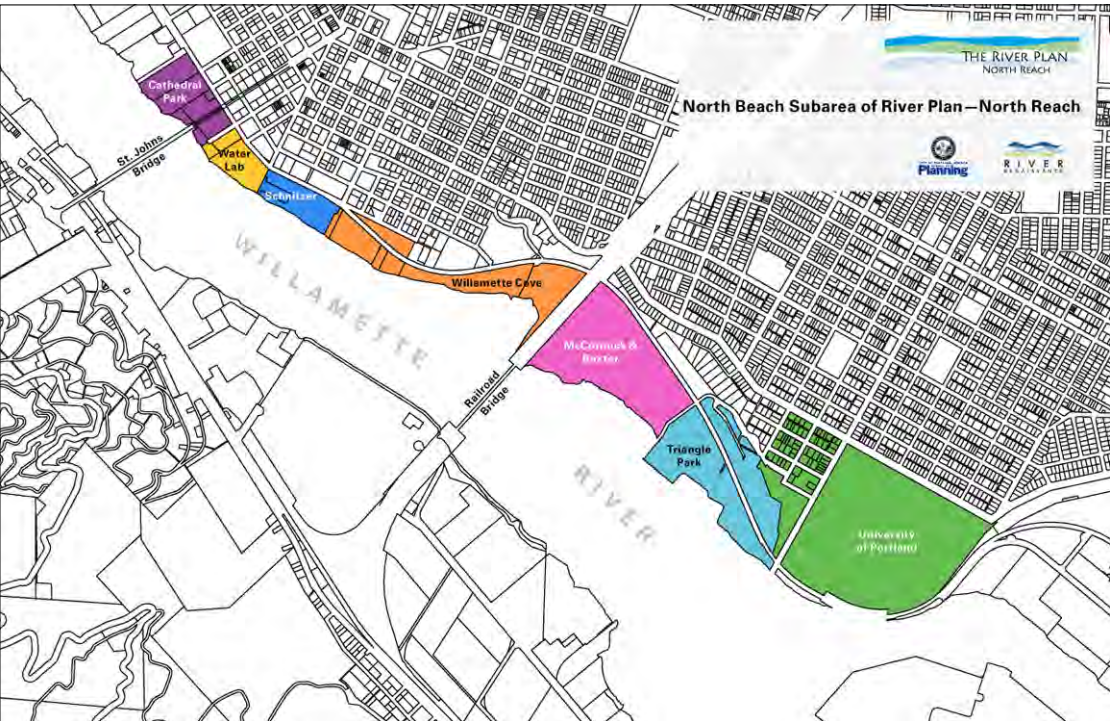
Status	Completion in FY 2006–07
City Leads	Environmental Services
Partners	Watershed Councils

Waud Bluff Trail

Build a new pedestrian and bike trail down the bluff from Willamette Boulevard to the north end of Basin Avenue on Swan Island. This new trail in North Portland will offer a much safer, year-round path, provide quick access to TriMet buses, and connect to other existing and proposed trails. A \$1.2 million grant was received in 2005.

Status	Design will begin in 2006–07
City Leads	Parks & Recreation
Partners	Swan Island Transportation Management Association, Oregon Department of Transportation

University of Portland Riverfront Expansion



The City and other government agencies are working with the University of Portland as they plan to purchase and redevelop riverfront land located adjacent to the University of Portland’s campus in North Portland. The River Plan process will explore options for future riverfront improvements for the North Beach area, extending from the University to Cathedral Park in St. Johns.

Status	Ongoing
City Leads	River Renaissance Initiative, Planning, Environmental Services, Parks & Recreation, Transportation
Partners	University of Portland, current property owners, Department of Environmental Quality, Environmental Protection Agency

Willamette River Cities United

In June 2005, a successful summit of Willamette riverfront cities was held in Oregon City. More than 200 participants launched a coordinated effort to share best practices and explore partnership opportunities up and down the Willamette River in Oregon. Among the highest priorities is keeping the Willamette Falls Locks open year-round. River Renaissance is proud to have been an event organizer and sponsor. The next meeting for Willamette River Cities United will be held in October 2006.

Status	Ongoing
City Leads	River Renaissance Initiative
Partners	Willamette River Cities United, Governor’s Willamette Legacy Project



Salmon-Safe Parks



In spring of 2004, Portland Parks & Recreation became the first-ever park system to be certified as Salmon-Safe. A rigorous evaluation of our policies, practices, and field conditions led to certification with conditions to be fulfilled within one to five years. Half of the ten conditions have now been completed.

An annual report was recently submitted focusing on the conditions that were required to be met within 2 years, including education about revegetation of the banks of Vermont Creek in Gabriel Park, and improvements to trail culverts on the Balch Creek Trail in Forest Park. Other highlights from the report include planned irrigation reductions saving of 15,000,000 million gallons of water annually, and an inventory of stream conditions being completed this summer.

Status	Ongoing
City Leads	Parks & Recreation
Partners	Salmon-Safe

Clean River Rewards Program

Implement the Clean River Rewards program, where Portland sewer ratepayers can save money and work for clean rivers and healthy urban watersheds at the same time. If you manage stormwater on your property, you can receive up to a 35% discount on your stormwater management charges, because your actions help protect rivers and streams from the damaging effects of stormwater runoff.

Status	Initiate in FY 2006–07
City Leads	Environmental Services
Partners	Portland residents





Green Investment Fund

Continue the Green Investment Fund, a competitive grant program that awards funds to projects designed and built to meet aggressive resource conservation goals. The Green Investment Fund recognizes project innovation in waste and toxins reduction, water conservation, onsite stormwater management and reuse, energy conservation, and onsite renewable energy.

In 2005, \$450,000 was awarded to six projects, which include a floating home,

coffee roasting facility, and a soccer field ecoroof among others. The money may be used to support predevelopment activities that help project owners identify the best means to bring their concept and performance goals to fruition. The grant money will also help to offset the cost of the green building measures that contribute to the building’s exemplary performance in the areas of energy-efficiency, water quality, stormwater management, and materials.

Status	Ongoing
City Leads	Sustainable Development, Environmental Services, Water
Partners	Energy Trust of Oregon

The River Trust

The first product of the Trust was a Streamlining Agreement, a tool to facilitate the review of City projects that require Endangered Species Act regulations. Portland is the first non-federal entity in the U.S. to have such an agreement. The River Trust’s Streamlining Team has assisted a host of City projects from a range of bureaus. As this innovative partnership has expanded, the following state agencies have been formally added to improve coordination with state government: Department of Fish and Wildlife, Department of Environmental Quality, and Division of State Lands. The Bureau of Development Services has also been added because of its critical role in many permitting activities.

The Trust has been involved in the South Waterfront District environmental cleanup and brownfield restoration, and our current focus is the University of Portland’s efforts to expand their facilities to Triangle Park properties, below the bluff. If successful, this could contribute to the River Renaissance themes of “Clean and Healthy River” and “Portland’s Front Yard.”



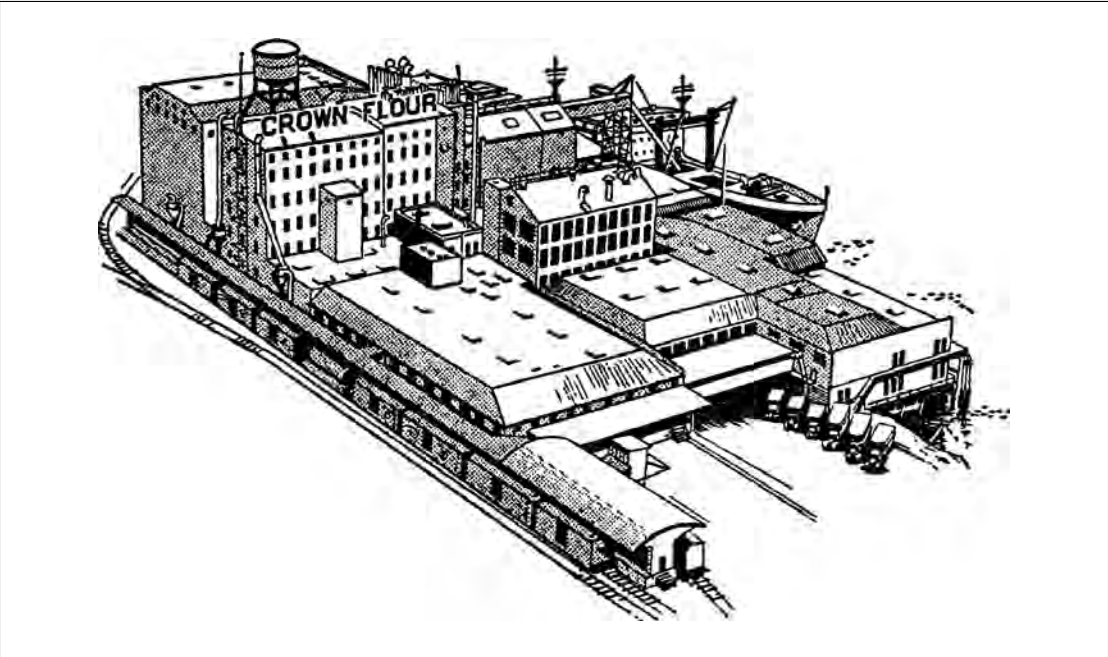
Status	Ongoing
City Leads	River Renaissance Initiative, Environmental Services, Parks & Recreation, Development Services, Planning
Partners	Local, state and federal agencies

Bridgeton Trail Planning Project

Bridgeton neighborhood is the location of a missing link in Portland’s regional trail network. As part of the original 40-Mile Loop trail concept, inspired by the Olmsted Brothers’ 1903 park system master plan, this proposed trail would close a gap in the Marine Drive Trail, providing a safe, off-street, multi-modal route as an alternative to Marine Drive itself. The completed Marine Drive Trail would link Kelly Point Park to Troutdale, a distance of 18 miles. The Bridgeton section is one-half-mile long, linking North Bridgeton Road to Interstate 5. In this current phase, the preliminary plans and cost estimates required in order to obtain funding for the final design and construction of the trail will be developed.

Status	2006–07 planning phase
City Leads	Parks & Recreation, Portland Development Commission
Partners	Bridgeton Neighborhood Association, Interstate Urban Renewal District,

Planning for the Future of Centennial Mills



The Centennial Mills Framework Plan states the public’s aspirations for the future redevelopment of the 4.75 acre site between the Broadway and Fremont Bridges. The plan describes five major redevelopment goals, including the creation of a signature riverfront open space, the incorporation of the site’s working river history, the potential integration of a distinct cultural amenity, the provision of new or enhanced connections to the adjacent communities and trail systems, and a commitment to environmental sustainability. Development of the plan was informed by an active citizen advisory group, feedback from a technical advisory group, and input received at multiple public open houses.

Status	Planning phase completed in Fall of 2006; Request for Qualifications planned to be issued Fall/Winter 2006
City Leads	Portland Development Commission, Planning, Parks & Recreation
Partners	Adjacent property owners, interested stakeholders and the broader community



Clean Rivers Education Program

Continue hands-on classroom, field, and community programs that teach students about the causes and effects of water pollution and how to protect rivers and streams. A total of 12,268 K–12 students in Portland area schools participated in classroom presentations and field work during the 2005–06 school year.

Continue a new K–6 assembly program, *Living Streams: Stories for Healthy Watersheds*. A total of 7,443 students participated in the assembly program during its first year. Clean Rivers Education developed the

assembly with storytelling artist, Will Hornyak. Funding for the three-year program is provided by the Oregon Watershed Enhancement Board.

Status	Ongoing
City Leads	Environmental Services, Parks & Recreation
Partners	Local schools and community groups, watershed councils, Oregon Watershed Enhancement Board

Ankeny/Burnside Development Framework Project

Continue to plan for the future of the historic waterfront area at Ankeny Plaza and the historic area around the Skidmore Fountain in the heart of Portland’s Old Town neighborhood.

The project has been realigned since the decision was made to upgrade Fire Station #1 instead of moving it three blocks to the north. Venerable Properties, the University of Oregon, and Mercy Corps have announced their intention to locate in the district with the renovation of four historic buildings and new construction. Along with the preferred location for a Portland Saturday Market permanent home in Ankeny Plaza and Waterfront Park, these sites will form the nucleus of revitalization from NW Davis south to SW Pine, Waterfront Park to Second Avenue. Additional investment is still to be determined.

Status	2006–09
City Leads	Portland Development Commission, Planning, Parks & Recreation, Transportation
Partners	Saturday Market, Public Market, Old Town/China Town Neighborhood, private developers, local businesses, and agencies

River Leaders’ Forum

Establish an executive-level group of river champions to serve as a forum for multidisciplinary river discussions. This group will advise the River Renaissance Directors, promote the initiative, and explore long-term funding options.

Status	Launch in Fall 2006
City Leads	River Renaissance Initiative
Partners	Business and community leaders

Springwater Corridor Trail Improvements



Three new pedestrian/bike bridges over Johnson Creek, McLoughlin Blvd. and Union Pacific railroad will open in September 2006, connecting Sellwood and SE Portland with Milwaukie.

The City is also working to fill the 1.3 mile trail gap to link the 2.5 mile Springwater on the Willamette trail segment with the Springwater Three Bridges. When the gap is filled, residents will be able to walk, bike, skate or run on the Springwater Trail from Gresham all the way down to the Eastbank Esplanade.

Status	Bridges complete in September 2006, trail improvements ongoing
City Leads	Parks & Recreation
Partners	Metro, Oregon Department of Transportation, City of Milwaukie

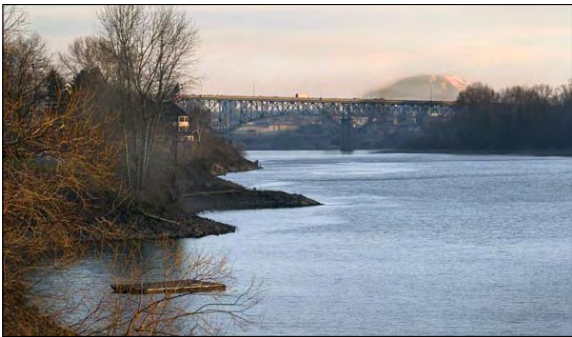
Combined Sewer Overflow Program

Continue combined sewer overflow system improvements to significantly reduce sewer overflows into the Willamette River by 2011. Portland has passed the halfway mark of a 20-year program to reduce combined sewer overflows to the Columbia Slough and Willamette River. Projects to date have eliminated almost all CSOs to the Columbia Slough, and have reduced total CSO volume by more than three billion gallons a year. The West Side CSO Tunnel will become operational December 1, 2006, and construction of the East Side Tunnel is underway.

Status	Completion in 2011
City Leads	Environmental Services
Partners	Residential and commercial property owners, local businesses

Future of Ross Island

Assess and advise on the opportunity to transfer ownership of Ross Island from the Ross Island Sand & Gravel Company to the City of Portland. The Ross Island complex includes Ross, Hardtack, Toe and East Islands, and is located at approximately mile 15 of the Willamette River. Discussions with the owner of the island the City of Portland are ongoing.



Status	Ongoing
City Leads	Parks & Recreation, Environmental Services, River Renaissance Initiative, Planning
Partners	Ross Island Sand & Gravel, Oregon Department of Environmental Quality, Department of State Lands

South Waterfront District

Continue to support the implementation of the South Waterfront District from a former brownfield site to a vibrant waterfront district. Support projects focusing on: greenway and parks improvements; a regional transportation system, including streetcar, light rail, and other transit improvements, and bike and pedestrian routes; affordable housing development; sustainable development; and job creation. A “North District” planning effort will also need to be supported to assist the transformation of industrial lands located north of Gibbs Street, into mixed-use development that includes Oregon Health & Science University’s Schnitzer Campus.



Status	Ongoing
City Leads	Planning, Portland Development Commission, Transportation, Parks & Recreation
Partners	Oregon Health & Science University, Portland State University, State of Oregon, North Macadam Investors

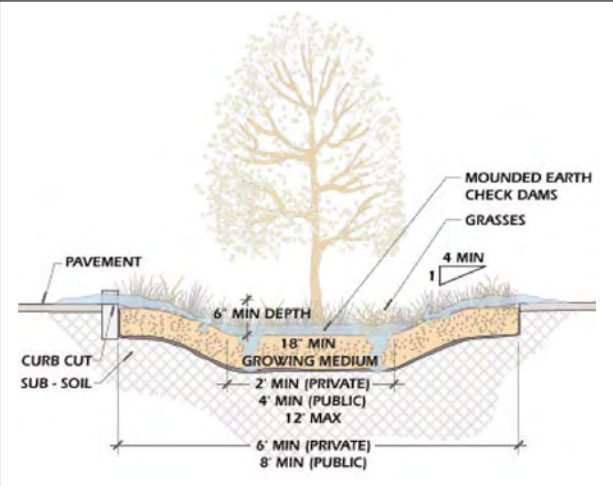
Initiate Ecoroof Program



Create a program strategy that helps better realize the potential of ecoroofs in Portland. The ecoroof program will reduce river pollution and help meet other related environmental objectives such as energy-efficiency, provision of cultural space, enhanced air and water quality, and urban heat-island reduction. Initial program development will identify and create strategic partnerships, secure sufficient funding, and further develop the program’s capacity.

Status	Initiate program in FY 2006–07
City Leads	Sustainable Development, Environmental Services, Planning
Partners	Portland State University, Ecoroofs Everywhere, MacDonald Environmental Planning, and Lando & Associates Landscape Architecture

Innovative Wet Weather Grant Awards



Portland’s Innovative Wet Weather Program is funded partially by the U.S. Environmental Protection Agency (EPA) and supports stormwater management projects that improve water quality and watershed health in Portland. Environmental Services uses EPA funds to provide grants to fund projects that help reduce combined sewer overflows, stormwater volumes, and stormwater pollution.

The City is in the process of funding over 25 public and private demonstration projects. Grants ranging from \$5,000 to \$225,000 have helped the community demonstrate the benefits of treating

stormwater as a resource instead of a waste. Projects have ranged from simple to complex, and have included bioswales at neighborhood schools, a parking lot retrofit at the Oregon Zoo, ecoroofs on the Metro building, raingardens, green streets, and tree plantings throughout the City. All of these projects illustrate the benefits of using plants and natural landscaping systems to manage stormwater and reduce river pollution.

Status	Ongoing
City Leads	Environmental Services
Partners	Environmental Protection Agency

Citywide Green Streets Team

Portland receives an average of 37 inches of rain a year. Between 80 and 90% falls in small, frequent storms. Combine this with the fact that over half of the City’s total stormwater runoff is collected from streets and rights-of-way; it becomes apparent that a comprehensive green street approach is an important urban strategy. In response to this emerging priority, Commissioner Adams directed City staff to develop a programmatic approach to implementing green street elements as a component of street projects wherever feasible, and to increase feasibility by identifying solutions to current implementation issues and challenges. In Phase I of this citywide effort, a Green Streets Team was formed, comprised of staff members from ten different City bureaus and offices with interdisciplinary expertise in stormwater engineering, transportation, planning, utilities, parks, sustainability, and street maintenance. The team developed a Phase I report that included several recommendations including: development of an outreach program, creation of a green street technical guidance document, and development of a Stormwater Masterplan for the Gateway area.

In FY 2006–07, Phase II will build on Phase I by implementing the recommendations developed by the multibureau Green Streets Team, which include evaluating what a comprehensive green streets program will look like in the next five to ten years, and identifying how to achieve this “big picture.” The goal of this effort is to incorporate green streets into a citywide approach to planning and implementation.

Status	FY 2006–07
City Leads	Environmental Services, Transportation
Partners	

South Portland Riverbank Projects

In 2005, a partnership was formed by the City of Portland, two neighborhood associations, and Department of Environmental Quality Volunteers in Action to restore City-owned property bordering the Willamette River in south Portland. As the South Portland Riverbank Projects progressed, other partners joined the effort. The site extends from the Willamette Park to Powers Marine Park with Butterfly Park, Stephens Creek and the Willamette Moorage/Macadam Bay sandwiched in between the two. Project partners expect the various projects to take several years.

A 2-year, \$78,000 grant was awarded by the Lower Columbia River Estuary Partnership (through funds from National Oceanic & Atmospheric Administration—Fisheries and Restoration Center), to be used for projects such as fish habitat enhancements and riverbank restoration work.

Status	2006–08
City Leads	Parks & Recreation, Environmental Services
Partners	Department of Environmental Quality, Corbett-Terwilliger Lair Hill Neighborhood Association, Macadam Bay Homeowners Association, Willamette Riverkeeper, Lower Columbia River Estuary Project, Friends of Trees

Portland’s Natural Resources Inventory Update



Complete an update of citywide inventory maps and accompanying reports to provide the best available information about Portland’s riparian areas and wildlife habitat in a clear, usable format to assist City programs and community-sponsored activities in sustaining and improving watershed health. Geographic Information Systems (GIS) technology will provide users with easy access to information and enable the inventory to be readily updated over time.

Status	Project complete in 2007
City Leads	Planning, Environmental Services, Parks & Recreation, Development Services
Partners	Metro, US Fish and Wildlife, Oregon Department of Fish and Wildlife, National Oceanic & Atmospheric Administration Fisheries, Portland State University, Port of Portland, Multnomah County Drainage District, property owners, Watershed Councils, community stakeholders

Parks’ Environmental Education and Restoration



Involve community volunteers in hands-on activities focused on the forest, grassland, and water ecosystems in parks throughout Portland. Continue environmental education, restoration projects, and guided tours in City parks and natural areas for Portlanders of all ages.

Status	Ongoing
City Leads	Parks & Recreation
Partners	Community volunteers, Watershed Councils

Permitting Process Improvements

Continue Bureau of Development Services’ Early Assistance Environmental and Greenway land use appointments, which streamline the land use review process by aiding applicants in preparing a complete project proposal, and identifying opportunities and constraints. Expand the Bureau’s Concept to Construction program to projects in Environmental and Greenway overlay zones. This program assigns a land use planner to coordinate a project from concept through the land use review process and building permit review, providing continuity, consistency and time-savings for applicants. Continue upgrading public information on the Greenway overlay zone and its requirements through the Bureau’s brochures and website. Continue working through the Bureau of Planning’s River Plan to identify, establish, and implement regulatory and nonregulatory approaches to streamline the Greenway land use review and permitting process. The improvements in permit processing will aid waterfront development.

Status	Ongoing
City Leads	Development Services, Planning
Partners	Residential, commercial and industrial property-owners, development community, City Service Bureaus

ReThink Training Series

Continue this green building education program that highlights the region’s most innovative and high performance projects. Training sessions explore what it takes to create sustainable residential and commercial buildings, and provide an opportunity to discuss design, construction, materials, and equipment concerns.

In 2005, more than 650 designers, builders, and community members were trained in this program that raises the bar for sustainable development in Portland. In 2006, commercial tract trainings attracted over 200 professionals to three courses, tailoring green building tools to meet the needs of specific professional interests, such as real estate developers or home builders. Residential tract trainings applied green building skills for remodeling or building your own rainwater catchment system, which attracted 75 people to seven classes and tours.

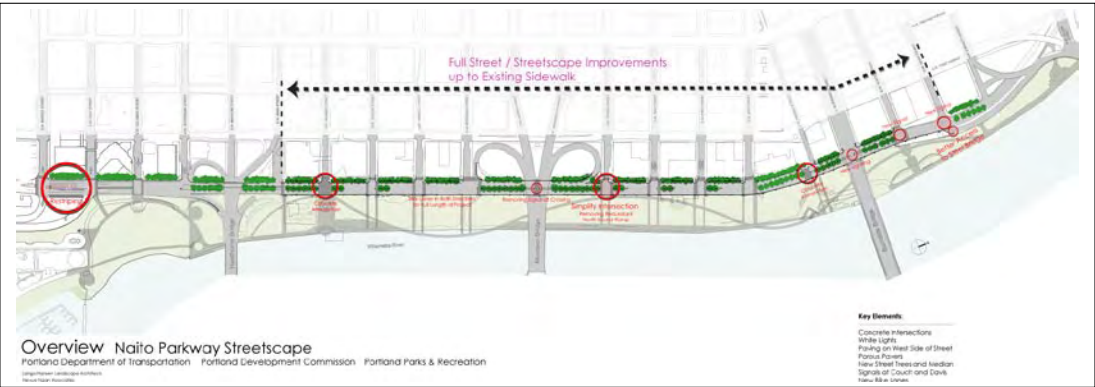
Status	Ongoing
City Leads	Sustainable Development, Environmental Services, Portland Development Commission, Development Services, Water
Partners	Metro, Energy Trust of Oregon, private developers and builders

River Renaissance Public Engagement and Strategic Partnerships

Ongoing outreach, education, and promotional activities that involve Portlanders in the broad river initiative. These include the monthly River Renaissance Calendar, producing the annual State of the River Report, and managing www.portlandonline.com/river. Efforts also focus on strengthening relationships with a growing network of partners to actively advance the River Renaissance goals.

Status	Ongoing
City Leads	River Renaissance Initiative
Partners	Community groups, river advocates, businesses, schools, property owners, local and regional agencies

Naito Parkway Gets Long-Overdue Overhaul



Naito Parkway is one of Portland’s oldest roads, serving the city for more than 156 years. In recent decades, the wear and tear of more than 30,000 vehicles each day severely degraded the roadway. The Naito Parkway Reconstruction Project is now rebuilding the entire street between SW Main and NW Couch, as well as upgrading pedestrian crossings and curb ramps, adding bike lanes and improving sidewalks. The project includes adding on-street parking on the west side of Naito Parkway from SW Main to SW Ash, and re-striping the SW Market intersection to improve freight access. These improvements will make the waterfront more accessible by car, foot or bicycle.

Status	Substantial completion by December 31, 2006; final paving in spring 2007
City Leads	Transportation
Partners	Oregon Department of Transportation, Portland Development Commission, Water, Parks & Recreation, and stakeholders including adjacent property owners and major events

CEO Environmental Practice Forum

Convene the CEOs from Portland-area companies to advance innovative practices and environmentally-friendly approaches. Promote “best practices” for other companies to follow.

Status	Initiate program in 2006–07
City Leads	River Renaissance Initiative, Sustainable Development, Portland Development Commission, Planning
Partners	Oregon State University, Department of Fish and Wildlife

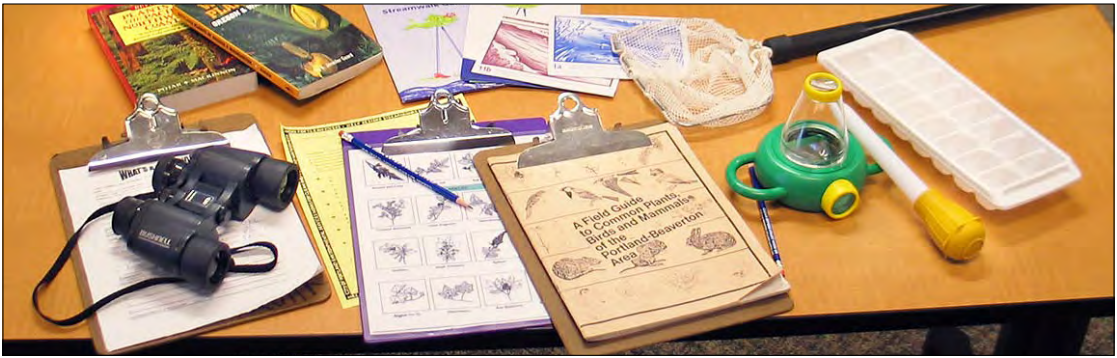


Advisory Groups

- Citywide Land Use Chairs
- City of Portland Bicycle Advisory Committee
- City of Portland Freight Advisory Committee
- City of Portland Pedestrian Advisory Committee
- Portland Harbor Community Advisory Group
- River Industrial and Economic Advisory Group
- River Plan Committee
- Stormwater Advisory Committee
- Watershed Science Advisory Group

Boards and Commissions

- Design Commission
- Landmarks Commission
- Multnomah Youth Commission
- Parks Board
- Planning Commission
- Portland Development Commission
- Sustainable Development Commission
- Urban Forestry Commission



Community Partners

Audubon Society of Portland
 Bicycle Transportation Alliance
 Bridlemile Creek Stewards
 Central Eastside Industrial District
 Christmas Ships, Inc.
 City Club of Portland
 City Repair Project
 Cathedral Jazz Festival
 Coalition for a Livable Future
 Columbia Corridor Association
 Columbia Slough Watershed Council
 Community Energy Project
 The Dirt!
 Ducks Unlimited
 Ecoroofs Everywhere
 Energy Trust of Oregon
 Fans of Fanno Creek
 FishAmerica Foundation
 Friends of Arnold Creek
 Friends of Forest Park
 Friends of Smith and Bybee Lakes
 Friends of Trees
 Inner City Youth Institute
 Johnson Creek Watershed Council
 Lando & Associates Landscape Architecture
 Lower Columbia River Estuary Partnership
 MacDonald Environmental Planning
 News4Neighbors
 No Ivy League
 North Macadam Investors
 North Portland Greenway
 Oregon Health & Science University
 Oregon Historical Society
 Oregon Maritime Museum
 Oregon Museum of Science and Industry
 Oregon State University—Department of Fish and Wildlife
 Oregon Symphony
 Oregon Trout
 Parks & Recreation Community Centers
 Portland Area K–12 Schools
 Portland Art Museum
 Portland Boathouse
 Portland Challenge
 Portland Festival Symphony
 Portland-Guadalajara Sister City Association
 Portland-Kaohsiung Sister City Association
 Portland Marine Dealers Association
 Portland's Neighborhood Network—
 neighborhood and business associations
 Portland Oregon Visitor's Association
 Portland Public Market
 Portland State University
 Portland Streetcar
 Providence Bridge Pedal
 Riverfront for People
 RiversWest Small Craft Center
 Ross Island Sand & Gravel Company
 Salmon-Safe
 Saturday Market
 SOLV
 Swan Island Transportation Management
 Association
 University of Portland
 Waterfront Organizations of Oregon
 Wetlands Conservancy
 Willamette Riverkeeper
 Willamette Legacy Project
 Willamette Partnership
 Working Waterfront Coalition
 Xerces Society



Tribal Leaders

Columbia River Inter-tribal Fish Commission
 Confederated Tribes of the Grand Ronde
 Community of Oregon
 Confederated Tribes of the Siletz Indians
 Confederated Tribes of the Umatilla Indian
 Reservation
 Confederated Tribes of the Warm Springs Indian
 Reservation of Oregon
 Confederated Tribes and Bands of the Yakima
 Nation
 Nez Perce Tribe

Agency Partners

Bonneville Power Administration
 City of Milwaukie
 Department of State Lands
 East and West Multnomah Soil and Water
 Conservation District
 Governor's Natural Resource Team
 Governor's Willamette Legacy Project
 Metro
 Multnomah County
 Multnomah County Drainage District
 Multnomah Youth Commission
 National Oceanic and Atmospheric
 Administration—Fisheries and Restoration
 Center
 Northwest Power and Conservation Council
 Oregon Department of Environmental Quality
 Oregon Department of Fish and Wildlife
 Oregon Department of Transportation
 Oregon State Marine Board
 Oregon State Parks
 Oregon Watershed Enhancement Board
 Port of Portland
 Soil and Water Conservation Districts
 TriMet
 US Army Corps of Engineers
 US Coast Guard
 US Department of Transportation
 US Environmental Protection Agency
 US Fish and Wildlife Service

Get Involved!

Sign up to receive the River Renaissance Calendar—your guide to explore and restore the Willamette River and streams in Portland.

Email: river@ci.portland.or.us

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Address <http://www.portlandonline.com/river/>

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River Photos

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The Willamette River—Portland's Centerpiece

River Renaissance is a citywide initiative to reclaim the Willamette River as Portland's centerpiece. The initiative promotes and celebrates the Willamette River as our chief environmental, economic and urban asset.

What's New...

U.S. Barge Inks First Deal
 U.S. Barge LLC, a company co-owned by Oregon Iron Works, Inc. and Vigor Industrial LLC, announced that it has signed a contract for its first order.
<http://www.pdc.us/pdf/newsroom/releases/barge-rele...>

PSU first 'salmon safe' university
 Portland-based nonprofit group Salmon Safe aims to help salmon thrive
<http://www.dailylvanguard.com/vnews/display.v/ART/2...>

Urban Waterfronts Conference in Portland, September 28-30
 Portland has been chosen to host the The Waterfront Center's 24th annual international Urban Waterfronts Conference at the historic Benson Hotel September 28-30, 2006.

Willamette River Ferry Feasibility Study
 The Willamette River Ferry Feasibility Study was commissioned jointly by the Bureau of Planning and Office of Transportation as part of the River Renaissance Initiative. Nelson/Nygaard consulting associates authored the study. Published June 2006.

Lents' Fish Salvage Reveals Important New Fish Counts (PDF Document, 68kb)
 A recent fish salvage in June at Lents Crossing gave the Bureau of Environmental Services a rare opportunity to conduct an extensive fish count survey for Johnson Creek. Read the report for more information.

Terminal 4 - Early Action Sediments Cleanup
 After nearly two years of research and community outreach regarding cleanup alternatives for the Terminal 4 (T-4) Early Action Sediments Cleanup, the U.S. EPA has chosen a cleanup alternative and given us the green light to start the next phase.
http://www.portofportland.com/T4_EA_Home.aspx

State of the River Report 2005
 The first annual State of the River Report summarizes the achievements made by the City

Current Calendar

[Click here to zoom in or download current calendar](#)

Upcoming Events

Living Streams: Stories for Healthy Watersheds	09/13/2006
Early Escape River Cruises	09/15/2006
Build It Green! Home Tour	09/16/2006
Row for the Cure	09/17/2006
Salmon Celebration with David James Duncan	09/19/2006

[full calendar](#)



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